

A Western Waterway

Winnipeg the Pivotal Point

¶ One of the dreams of Empire is that a great Waterway route shall be constructed from the foot of the Rocky Mountains to Winnipeg.

¶ Growth of Western Commerce in past ten years justifies even greater visions than this.

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WINNIPEG



HE Province of Manitoba is the smallest of the Western Canadian Provinces, but is yet of considerable size as states and provinces go, having an area of over 74,000 square miles, of which some 20,000,000 acres is yet open for settlement. Within its borders is Lake Winnipeg, a fresh-water sea 2,000 square miles larger than Lake Ontario. Lake Manitoba is another large body of water, and scattered throughout the province are many others. The Red River of the north makes its winding way through the province and is joined at the spot where Winnipeg has been built by the Assiniboine. The Winnipeg River is a stream of much importance for its water power, and by means of its waterways Manitoba will eventually have water transportation to the salt seas—north by the way of the Red River, Lake Winnipeg and the Nelson to Hudson's Bay, or east by the way of rivers, lakes and canals, to the Great Lakes, only five hundred miles away. West, there are waterways—principally the Saskatchewan River—which leads to the Rocky Mountains, and it was one of the dreams of empire that a great water transportation route shall be constructed from the foot of the Rocky Mountains to Winnipeg, and, eventually, eastward across North America through Canada. The first link in this mighty chain of rivers, lakes and canals was finished by the Dominion Government when the St. Andrew's Locks were opened on the Red River about eighteen miles from Winnipeg, placing Winnipeg in direct water communication, for craft of considerable size, with Lake Winnipeg and the vast stores of raw material that lies along its shores and upon the islands of the lake.

The Old and the New Manitoba

When these dreams of progressive Canadians—and there are no other kind in the West—shall have become substances, Manitoba will be a great province, indeed. Even as it is to-day, Manitoba has drawn the gaze of the world by the astonishing progress it has made during the past quarter of a century, and is daily attracting new attention because of the apparently illimitable character of its resources, yet to be developed.

Little more than forty years ago, Manitoba was pure frontier—the very outpost of civilization. Its people were nearly all halfbreeds and

Indians. Herds of buffalo roamed the prairie and were hunted for hides and choice cuts of meat. The Government was so weak and unstable that when it was proposed to join the Confederation, Louis Riel and a handful of halfbreeds seized the stores and post of the Hudson's Bay Company at Fort Garry and captured the white inhabitants of the settlement which is now the splendid city of Winnipeg. The rebellion was crushed and Manitoba joined the Confederation, but Riel rebelled again in 1885, and it took hanging to remedy this chronic upheaval of things governmental. There were no cities, no towns of size, no railroads, no factories or any stores outside of the post stores of the fur traders.

To-day, Manitoba has a population of nearly 600,000. Five million acres of land planted to wheat, oats, barley, flax and general crops, produce excellent crops and make the Manitoba farmer the richest agriculturalist in the world. 61,058,786 bushels of wheat, 73,786,683 bushels of oats, and 29,000,000 bushels of barley were raised in Manitoba in 1911, and the filling up of the country and the growth of the cities and towns have promoted mixed farming and dairying so that these branches of agriculture are of very great importance and are gaining ground every year.

200 New Towns in a Single Year

In course of the building up of the population of the West there has been a most rapid development in the building trades, as much as \$70,000,000 going into new buildings in the ten chief cities west of the Great Lakes during 1911.

During 1911, 1,596 miles of new railway was completed in Western Canada, 203 new towns were started in the three prairie provinces, 41 being established on the C.P.R. system, 130 on the C.N.R. Western system and 32 thriving towns on the Grand Trunk Pacific Railway. The building of these railway towns naturally causes a demand for Western banking facilities, and in this connection 67 new branch banks have been added to the 647 institutions that were operating at the close of 1910.

A Great City's Growth

Like all things in Western Canada, Winnipeg is young. A man forty years old was quite a lad before there was more than a straggling village where there now is a splendid city. In 1870 there were 213 people in the place which was just breaking the bonds that held it among the trading posts of the Hudson's Bay Company. Confederation of the Northwest Territories with the Province of Eastern Canada opened the West, and the truth about its marvellous agricultural and other resources—so long hidden by the fur traders to their own great gain—

began to filter through to the outside world. In fifteen years the population grew to 19,574; another decade put the figures at 48,411; in 1905 there were 79,975; five years later, there were surely 160,000 people in Winnipeg, for the directory census taken at the close of 1911, showed 195,000 in Winnipeg and its close-lying suburbs. To-day there are certainly not less than 172,000 in the city itself.

Along with this growth of population, Winnipeg has gathered to herself a wealth of fine streets, solid business structures, an excellent public parks system, fine residences, a municipal water works, splendid apartment blocks, high pressure fire protection, a thoroughly equipped public school system, a modern street car service, more and better hotels than any other city of like size, railroads of the best, manufactures, trade and commerce; in short, all that goes to make up a modern and well-fitted city.

An Optimistic Forecast

The outlook for general business for the season of 1912 is bright, not only in Winnipeg but in the whole of the four Western Provinces. With the combined forces of such far-reaching advertising campaigns as are being carried on by the Dominion Government, the big railway corporations, the Provincial Governments, cities, towns and districts, all working for population, industry and capital, it is sure to result in a great influx of population and capital. Agriculture and industry will move forward together in 1912. A keener interest is abroad to develop home industry throughout the land, and with this patriotic spirit abroad to buy Canadian goods—the product of Canadian labor and resources—Western Canada will receive its rightful share in general development for 1912.



TO THE MANUFACTURER:

Western Canada is a big field, filled with a prosperous people. The remarkable development taking place is creating an unprecedented demand for home industries. Winnipeg, the natural supply centre, wants these manufacturers and offers greater combined advantages in cheap power, light, sites, low taxation, labor conditions, railway facilities, banking, etc., than any city in Canada.

Special reports prepared and mailed free of charge, on the manufacturing possibilities of any line of industry by addressing

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Winnipeg, Manitoba